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settle the question of national supremacy. He did not see the ultimate result upon the aspirations of the Anglo-Saxon across the sea, which was so pronounced in 1776; but he saw that with the thousands of miles of frontier between the English and the French of America, with immediate contact down the Mississippi valley, there never would be peace until it was made by a decisive victory. The correspondence therefore of the minister with Wolfe, Saunders, Monckton, Murray, and Townshend concerning the expedition to the St. Lawrence, although much of it has been printed before, will be read again in these volumes with interest and profit, as it really forms a condensed history of the siege of Quebec.

Although the letters emanate from widely divergent places and embrace a variety of topics, Pitt seems never for one moment to have lost his grasp of the situation as a whole. At one time we find him instructing a governor as to the course he should pursue in his relations with the people, at another he is administering a rebuke, planning a campaign, or attending to the equipment of a vessel in its smallest detail. This careful attention to the minute details of his department had much to do, no doubt, with his successful administration of affairs so far removed from his personal supervision. For it is often the omission of apparent trifles that is responsible for the failure of great projects. Colbert in earlier days exercised a watchful, almost paternal care over the infant colony of New France, and it might prove a profitable study to institute a comparison between the two men in this respect. The letters may be read with special advantage by those who are taking up the study of the campaigns of 1756-1760, and they are full of interest to the average reader, since they contain much of the thought of the greatest statesman England can claim for three hundred years. The books are well printed and are unusually free from typographical errors, although there are one or two slight topographical slips in the volumes, such as placing Bic off the Saguenay River.

The Navy of the American Revolution: Its Administration, its Policy, and its Achievements. By CHARLES OSCAR PAULLIN, Ph.D. (Cleveland: The Burrows Brothers Company. 1906. Pp. 549.)

AFTER reading Dr. Paullin's book carefully I am inclined to think that he has in his preface written the best possible review of his own book. As to criticism, he has so carefully guarded himself, by accurate, scholarly methods of work, against the critics, that those "cut-throat bandits in the path of fame" get little opportunity for attack. It is in fact a masterly little book, well conceived, thoroughly studied, and judiciously written. It is a real contribution to the study of the American Revolution.

As Dr. Paullin says, the book is written from the point of view of the naval administrators, and not from that of the naval officers. It is

not chiefly concerned with doings at sea, details of fights, and movements of armed vessels, but seeks rather to tell us of the naval administrative machinery of the Revolution—the origin, organization, and work of naval committees, secretaries of marine, navy boards, and naval agents. The creation of the American navy was not merely a nailing and matching of boards and making of sails, but the creating after older models of an entirely new body of laws and regulations. Any sort of an attempt in this review to outline that legislation as described by Mr. Paullin would be inadequate. In addition to this there is a brief summary of legislation with reference to prize-courts and privateering. The emphasis has been placed upon the naval policy of the administrators, with a description of the various classes of naval movements, showing the total result, with details only in the case of a few typical cruises and fights. In this effort the dramatic quality of the exploit has not been allowed to fix the amount of detail used, and Paul Jones gets his due, while other, neglected, officers are given a more suitable mention than older historians have given them. The result is a much better balanced narrative, and a unity utterly lacking in older treatments. As dramatic historical literature the book suffers, but as a scientific study of an institution its value is vastly enhanced.

Perhaps the most instructive chapter in the book is that on "The Conditions of the Continental Naval Service". Not only in New England, but in the Middle and Southern colonies also, commerce and ship-building were important industries. Indeed Virginia during the Revolution put more naval ships afloat than any other colony. In spite of these maritime interests, it was the lack of sailors that constituted the chief obstacle to the success of the Continental navy. It was forced to spend most of its days in port vainly trying to enlist seamen. Much of this was due to the seductive allurements of privateering. Privateersmen paid higher wages than either Congress or the states, and, moreover, the business was often so lawless as to have all the excitement and profit of piracy. Not a few of the failures of the Continental navy, writes Mr. Paullin, are to be laid at the door of the Yankee privateersman. Nevertheless these hardy fellows supplied a large part of the sinews of war to both army and navy, though they made Congress pay a good round price.

The most original portion of the book is that part (162 pages) dealing with the state navies. Massachusetts had a fleet of sixteen armed vessels. Virginia had about fifty vessels, but poorly equipped. Nine of the states had such navies, but of this total force only about sixty vessels were adapted to deep-sea navigation. These might have aided Congress's Marine Committee, but expeditions concerted with them proved disappointing. Subordination could not be obtained. "The commander of a state vessel or the master of a privateer, for aught either could see, subtended as large an angle in maritime affairs, as an officer of Congress, which body was to them nebulous, uncertain, and irresolute" (p. 153). A special chapter is devoted to the navies

of each of the states of Massachusetts, Connecticut, Pennsylvania, Virginia, and South Carolina; while two chapters are given to the minor navies of the Northern and Southern states. It is an interesting fact that these individual states had as elaborate machinery for controlling their navies as did the Continental Congress—naval boards, commissioners of the navy, and boards of war. There was also elaborate naval legislation, and admiralty courts not always amenable to the regulations proposed by Congress.

The book contains a most useful table of contents, a fine index, and a valuable bibliography of manuscript as well as of printed sources. An appendix contains a list of commissioned officers in the navy and marine corps, and a list of armed vessels in the service of the United States during the Revolution.

C. H. VAN TYNE.

Vida de Herrán. Biografía escrita por EDUARDO POSADA y PEDRO M. IBÁÑEZ y premiada en el Concurso del Centenario. [Biblioteca de Historia Nacional, III.] (Bogotá: Imprenta Nacional. 1903. Pp. 477.)

Los Comuneros. *El Vasallo Instruido*, por J. DE FINESTRAD. *El Comunero Galán*, por A. M. GALÁN. *Reseña Zipaquireña*, por L. ORJUELA. *Los Comuneros de Neiva y Los Llanos. Apéndice.* [Biblioteca de Historia Nacional, IV.] (Bogotá: Imprenta Nacional. 1905. Pp. xvi, 453.)

THE *Biblioteca de Historia Nacional*, an undertaking of Señores Eduardo Posada and Pedro M. Ibáñez, is designed to provide a collection of inedited and rare materials and monographs on the history of Colombia, principally in the nineteenth century. Volume I. (Bogotá, 1902) contains, under the title *La Patria Boba*, three inedited documents of considerable interest: *Tiempos Coloniales*, by J. A. Vargas Jurado (a chronological history from 1714 to 1764 by a contemporary); *Libro de varias noticias particulares que han sucedido en esta capital de Santa Fé de Bogotá . . . desde el año de 1743*, by José María Caballero (Bogotá, September, 1813); and *Poema que contiene la historia de la entrada del tirano Simón Bolívar, y establecimiento del titulado Congreso en esta capital del Nuevo Reino de Granada, con noticia de su libertad por las victoriosas armas del Rey Nuestro Señor*, by D. José Antonio de Torres y Peña, Cura de Tabio, 1816 (pp. 275-476). Volume II. consists of documents, in the main inedited, relative to the life and career of Nariño, with an introduction and a few foot-notes. The title of the volume is: *El Precursor: Documentos sobre la Vida Pública y Privada del General Antonio Nariño* (Bogotá, 1903).

The subject of volume III., Pedro Alcántara Herrán, lived 1800-1872, is one of the most prominent figures in Colombian history. He joined the revolutionary forces in 1814 and by 1828 had risen to the rank of general, doing service under both Sucre and Bolívar. He was minister of war in 1830; military governor of Panama, 1836-1837; minis-